WRITTEN ANSWERS TO UNSTARRED QUESTIONS

FDI in Civil Aviation Sector

4277. SHRI V. NARAYANASAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that his Ministry requested Government to review the 49 per cent cap on FDI in Civil Aviation Sector; and

(b) if so, whether Government have taken any decision for throwing open the sky to Foreign Direct Investment?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The matter is under consideration of the Government.

Decrease in cost per passenger mile after merger

4278. SHRI SANTOSH BAGRODIA:
SHRI HARISH RAWAT:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any report has been made on how the cost per passenger-mile will be affected after the merger of Air India and Indian;

(b) if so, the details thereof;

(c) whether the cost will decrease and if so, by what percentage; and

(d) if not, the purpose of the said merger?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (d) The new merged company viz. National Aviation Company of India Limited (NACIL) with a new generation aviation business Model will have a single code and would aim towards footprint integration, network and schedule integration, joint pricing strategy and distribution integration, procurement synergies infrastructure rationalisation, outsourcing strategy/plan, increasingly harmonious policies and practices, IT integration, back office/services integration and other facilities. This is expected to lead to synergy benefits amounting to

Rs. 600 crore per annum over the long run, which would eventually reduce cost per passenger mile. However, the exact details with regard to cost per passenger-mile has not been worked out at present.

Emergency landings at IGIA

4279. SHRI SANJAY RAUT:
SHRI MANOHAR JOSHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that three emergency/precautionary landings were made by AI/Indian at IGI Airport, Delhi in April, 2007, the cause of which has been mainly attributed to hydraulic leakage;

(b) whether it is also a fact that Government have already taken up the issue of the hydraulic leakage in flexible hoses with Airbus which has suggested design changes, although some changes have been carried out and the rest are still in progress; and

(c) whether Government propose to consider changing the old fleet on a war footing to avoid such recurrence?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Two Air India aircraft operating flight AI-349 and AI-737 made emergency landings at Delhi during April, 2007. However, these were not due to hydraulic leakage.

As regards Indian Airlines, there were 2 precautionary landings related to Hydraulic System made by A320 aircraft in April, 2007.

(b) Yes, Sir. Infact, Air India has implemented all applicable solutions in its fleet resulting in considerable reduction of hydraulic leaks on A310 aircraft.

(c) As the aircraft get older, some snags develop on the components and structural members of the aircraft due to wear and tear and the cyclic load subjected on them. From time to time, the manufacturers prescribe maintenance requirements for each type of aircraft. DGCA ensures that the operators strictly follow the manufacturers instructions for maintenance of their aircraft. Thus, every aircraft of Air India and Indian Airlines is maintained as per manufacturers instructions and is considered airworthy and safe for operations.